

The Made-in-Canada Train

principal cities and towns in the province of Manitoba, Saskatchewan and Alberta, reaching Winnipeg on the return journey about the 30th of July.

Very respectfully,
Gustav H. Schoof.

g done.

Gustav H. Schott,

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

Gustav H. Schott,

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H. DUNCAN, EDITOR.

THE RAILWAY POLICY OF THE SIFTON GOVERNMENT

Seven years ago when Alberta entered confederation as a Province there were in round figures about 950 miles of railway in operation within its limits. It was probably the most backward part of the Dominion in this connection. The last Railways Statistics of Canada for the year ending June 30, 1911, show that at that date there were 1,494.24 miles of railway completed and operated in Alberta, and 1,129.56 miles graded of which 400.20 miles was under steel, and 107.34 miles in operation, so that before the close of the season a large portion of the mileage under construction was ready for operation this year. This means that the present summer opens with 2,618.80 miles of railway completed or under construction in Alberta, without counting any work started on the 1,813 miles of new lines projected under Premier Sifton's railway legislation of last session.

When talking therefore of the Government's railway policy it is only fair to remember that under aid from Liberal governments, provincial and federal, there is a record of 1,061 miles to the credit of the Liberal policy either completed or nearing completion, and there is little doubt in the minds of any unprejudiced person but that this total would have been largely increased but for the desperate efforts of the C.P.R. in the last two years, by means of injunctions, and damage suits to a total of \$125,000 against railway contractors, to prevent the building of lines from the north into Calgary.

GRIDIRON OF RAILROADS

The policy of the C.P.R. has never been to build branch lines in order of settlement, and in fact long after settlers enter districts adjacent to the C.P.R. they have been counselled to wait for transportation facilities, because the safe Conservative policy of that great system has been to wait until the branches would pay before building them. The only exception to this rule has been when competition from rival systems has forced the C.P.R. not only to compete in new construction but also to compete in freight and passenger rates, and in supply of cars. One of the lessons of the car shortage problem of last fall was that there were few complaints from railway points where there was any competition.

Acting upon their knowledge of the C.P.R. the policy of the Liberal governments of Alberta and the Dominion, has been to assist competing lines to enter the market, and there is a reasonable belief that the prospects of the country would support branch lines.

This is the policy of the Liberal Government of Alberta today outlined last session in the Legislature. Mr. Sifton stated that the government was to cover the Province with a gridiron of lines, so that the time would come that every farmer would be within reasonable reach of a railway, and combined with a Good Roads policy the problem of moving the grain and other produce of Alberta may be solved.

BENEFITS OF THIS POLICY

The benefits of competition in railroads are not necessary to be recited to aid settlers who have lived under the domination of one road. Striking instances of the effect of competition were afforded two years ago to people in Southern Alberta. When the C.N.R. first entered Edmonton the C.P.R. immediately reduced fares from Winnipeg to Calgary 8¢, and the moment that it seemed probable the G.T.P. and C.N.R. lines would enter Calgary although the policy of injunctions to delay them was resorted to, another \$1 reduction in fares was made, besides corresponding freight rate reductions.

No reflections on the Canadian Pacific directors or their policy is intended or is necessary. It is true as stated by the leader of the Conservative Opposition in the Legislature last session that the C.P.R. officials ask no accepts guarantees from any government to-day. This great system largely owned by foreign bondholders all over the world, which had

a large part of its system built by the people of Canada and received in cash \$25,000,000 besides an Empire in the shape of the finest lands of the Canadian northwest, has no need today after its rich gifts from the people of Canada to ask or expect further aid. Its whole aim is naturally to preserve what it has and to keep out unwise competition, in the interests of its shareholders who naturally come before the people of Canada in its affections. Criticisms on behalf of the C.P.R. are just as out of place. The people and the people's servants have to look after their interests, and to give the C.P.R. a chance to retain exclusive territory unsupplied with proper accommodation would be foolish in the extreme. The aim of the Liberal Government is therefore to cover the Province of Alberta with a network of lines linking the three great transcontinental systems which cross the Province and looking forward to a western movement of grain which will open the Province via the Panama canal to the world's market, as the only reliable solution of the great problem of grain congestion which for many years has proved insurmountable to the C.P.R. by the eastern route.

The shorter haul west, and the cheaper ocean freight means the placing of the present and the future farmers of Alberta on a parity with the farmers nearer the heart of the Great Lakes and in Ontario in the matter of freight rates, and with an advantage in the quality of grain grown combined with the only possible relief from the congestion which exists to-day and will go on increasing on the eastern railroads while the crops are moving until such time as an open market is afforded, and new transportation arteries opened to the south.

STATESMAN LIKE POLICY

This statesmanlike policy of the Government as planned is bound to meet with obstacles and delays, but it will be pushed on to completion. Last session the Premier announced the government's policy of guarantees of from \$10,000 to \$20,000 a mile for 1,813 additional miles of railway which are all to be feeders of the main lines. The C.N.R. has undertaken to build 1,405 miles of this, the Edmonton, Lacombe and Peace River railway accounts for 850 miles and the G.T.P. has agreed for the present to build 58 miles.

Difficulties in securing labor, in obtaining ties, and in ensuring delivery of steel have in the past three years, and will continue to beset the railways, and the construction companies, but the government policy under the newly formed railway department is to get as much built as possible, and the prospects this season point to a possibility of building at least six hundred miles of new lines, and continuing the construction of at least an equal amount of lines under way.

Government ownership of these lines or any large portion of them would be impossible. The difficulties which beset the railway companies would have been enhanced if the government took the same work, and the credit of the Province at the stage could not stand the expense of providing for this large amount of work, and all the rolling stock, terminals, and incidental expenses. The security of the Province is to a certain extent pledged for these lines at an average of about \$15,000 a mile, but only to the extent of lacking the assets of wealthy corporations which would take no risks of defaulting, when other interests would only too gladly come in and take over their liabilities if the Province was willing or unable to do so under its mortgage rights.

The Government guarantees simply means that the companies can get their money cheaper, and so reduce the fixed charges which freight must earn.

The admission of Malcolm MacKenzie to the Cabinet of Alberta is a deserving work of favor to one of the most prominent members of the legislature. To those who have followed events in the legislature during such weeks, the promotion of Mr. MacKenzie will be received with approval as an event that was bound to take place sooner or later, provided his health permitted. It is most gratifying to know that he is in better health now than for many years.

During the seven years that the legislature of this province has existed, Mr. MacKenzie has been its most prominent and useful private member. As Chairman of the Legal Bills Committee for a number of years, he has had a most important part in

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shaping the legislation of every character that has been submitted to the House. His sound knowledge of the law, his intimate knowledge of the needs of the country, and his rugged independence of opinion, peculiarly qualify him to be the legislative censor of parliament. In the vast amount of private and public statistics Mr. MacKenzie has done more than any single member to mould them into conformity with aim and spirit of the law and the constitution.

In the House his speeches are few and short, but always effective. He generally speaks towards the end of a debate. In a few trenchant sentences he cuts the arguments of his opponents to pieces, and to the delight of the government benches impales their fallacies one by one. If he had his way the business of the session would be much shorter. Nothing disquiets him so much as a hotch potch bill that goes before the House, but Mr. MacKenzie would eliminate the hotch potch in committee, and confine the House to the essentials of the bill. There is no doubt this would be saving time and nerve. If there is one subject of public policy that he has been identified with more than another during his legislative career, it has been rail-

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STETSON HATS, direct from the factory

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POOR LUMBER gives a house a cheap shabby look which makes it difficult to rent. If it is to live in, you want to be proud to show it to your friends, and the fuel bills are large where low grade lumber is used. We make a specialty of high grade and 'classy' material that you will want to use. We have built up the largest retail business in Western Canada by being very fussy as to grades and selling better stuff than is sold elsewhere at prices as low as those asked for the inferior kinds. If your contractor uses CROWN LUMBER it means that he is a man who wants the best of everything and it is the best recommendation he could have!

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I have just received a
shipment of little boys
ENGLISH SERGE and
TWEED SUITS, very
much below Canadian
prices.

Little boys navy blue, real English Serge Suits for \$3.
Only a limited quantity. Hurry for these.

Taken From Our Exchanges

Two cars of poles were unloaded at
Carmangoy on Thursday for the com-
pletion of the long distance line be-
tween Vulcan and Carmangoy. This
will be one of the first pieces of work
undertaken by the government this
year.—Sun.

It is estimated that with gas at 12
cents per thousand, electric power can
be developed as cheaply as it can
be generated by water power at Nia-
gara.

It is a well known agricultural
fact that the "frost line" has rapidly
retreated into the north. There are
men yet living who doubted that the
Dakotas would produce enough to
feed the younger generation and it
was at that time a dire heresy to
think that the vast plains to the
north would produce anything but
icebergs. Last year an Anglian mis-
sionary astonished the unbelievers
with samples of fine potatoes, onions,
melons and wheat grown thirteen
hundred miles north of Edmonton.

Red Deer, Alta., April 26.—L. B.
Katchen, a Calgary cattle lawyer, yester-
day afternoon was sentenced to
serve five years in the Alberta peni-
tentiary on a charge of cattle stealing.
Mr. Justice Walsh presiding in the
Supreme court, passed the sentences
on Katchen, who was accused of the
theft of 25 head of cattle from Ernest
and William Anger, near Erskine.
P. J. Nolan and A. H. Russell appear-
ed for the crown, and A. A. McGill-
ivray and T. M. Tweedie, M.P.P., for
the defence.

The report which has been circu-
lated to the effect that there is an out-
break of black diphtheria at Blackie
is entirely without foundation. H. E.
Beattie made enquiries, through the
telephone from the druggist there
and found there were only one or
two cases of sickness and they were
scarlet fever not diphtheria.—Okotoks
Review.

The Carstairs Journal suggests
that the most suitable site for an in-
dustrial asylum would be Crossfield,
giving the reason as saving transpor-
tation charges.

A Calgary paper complains be-
cause Protestant churches are used only
one day in the week. Probably it has
in view the utilization of the
church buildings for real estate offices
for six days.—Ex.

An unfortunate accident occurred
at the railway crossing, just south of
the village when a saddle horse be-
longing to Wm. LaMere and a fine
thirteen-month-old colt belonging to
Editor Nicholson were run into by
the noon passenger train going south
on Monday. Both animals had been
broken and had to be shot.—Stately
Standard.

New York, May 7.—There is a fog
among shipping men that the Augs-
burg a German steamship, which left
here on February 2nd with a cargo
valued at a million dollars, is lost, and
that all on board have perished.
Word was received yesterday that the
Bremen, a German cruiser, which put
out from Bermuda to search for the
vessel, has not been able to find her.
The last word received of the
Augsburg was on April 11, when a
steamship reported sighting her in
latitude 36 north and longitude 56
west. Captain Winter is in com-
mand. He was bound for Australia.

Charles C. Furrish, late of Stockton,
California, met a sudden death on
Saturday morning last north of
Bassano.

The deceased was employed as
engineer on a steam pig by Mr.
Daniels of Bassano and in some un-
accountable way was run over by the
heavy traction engine, death be-
ing instantaneous.

The Horse and Poultry Show held
at Okotoks, Friday, April 26, was not
very well attended owing to the farm-
ers being busy at work in the fields.

A Mule of Ferrie, is intending to
build a large hotel at Vulcan, provid-
ing his petition for license goes
through.

Last Saturday afternoon the G.T.P.
rails were laid through Trochu and
the citizens took great interest in the
work which means so much to the
town. The afternoon was a sort of
holiday and the citizens are very en-
thusiastic over the fact that they now
have a real railway.

NOTICE

The Junior W.A. of the St. Johns
Church, will hold a sale of home
made cooking and serve tea at the
Parish Hall between the hours of 3.30
and 6 o'clock on Saturday May 11th.
Every body invited to come and help
the energetic little workers make the
tea a success.

Sensible View

The following editorial in a recent
issue of the Lethbridge News seems
to be a fair view to take of the ac-
cussions being made against the Cap-
tain and other officers of the ill-fated
Titanic.

"The News has an impression,
which it believes is shared by the
general public, that there are some
men who are talking too much and
too freely about the Titanic disaster.
The full measure of horror which this
tragedy has brought to the world has
not yet been realized, nor is it likely
to be for some time to come. The
whole world stands dumb and stunned
in the face of the great calamity,
and not until men begin to think
calmly and with unprejudiced minds
will it be possible for us to size the
whole affair and give an unbiased
judgment. Meanwhile a suspension
of judgment is wise.

Somehow or other the world is not
kindly disposed to certain of the male
survivors of this world's greatest
calamity upon the waters. Everyone
knows it was necessary that members
of the vessel's crew should man the
lifeboats carrying the women and
children; but everyone believed, nor
has there yet been any reason to
doubt, that there were enough men in
the crew available to do this work.
It seems, however, according to the
tales they tell, that certain male pas-
sengers were pressed into service, and
from them we have been hearing
stories of the disaster.

Some of these stories reflect severely
upon the commander of the ill-
fated vessel, and others upon the
management of the company. The
commander is now before a judge
who makes no mistakes, and unfor-
tunately for his good name, cannot
speak for himself before any earthly
tribunal. Some measure of blame
may have been attached to him, and
again may have been innocent.
But it seems to the News that the last
persons who have any right to speak
the unkind words of the man who
stood by and went to his death with
the ship, are the men who from
among the passengers of the Titanic
found their way to safety in boats
loaded with women and children.
There may have been the best of
reasons for their presence in the boats
but the world will always have its
suspicion. These men would be well
advised if they kept discreet silence,
or, if forced to speak, confined them-
selves to a recital of facts rather than
the advancing of theories in which
brave men who are dead are made
scapegoats.

A Thought for Mother's Day

BEFORE IT IS TOO LATE

If you have a gray-haired mother
In the old home far away,
Sit you down and write the letter
You put off from day to day.
Don't wait until her weary steps
Reach heaven's pearly gates,
But show her that you think of her
Before it is too late.

If you have a tender message,
Or a loving word to say,
Don't wait till you forget it,
But whisper it to-day.
Who knows what bitter memories
May haunt you if you wait?
So make your loved one happy
Before it is too late.

The tender word unspoken.
The letters never sent.
The long forgotten messages.
The wealth of love unspent;
For these some hearts are breaking.
For these some loved ones wait;
Show them that you care for them
Before it is too late.
George Bancroft Griffith.

THE DOMINION BANK

Capital Paid Up	\$4,700,000
Reserves	\$5,700,000
Total assets	\$70,000,000

A Branch of this Bank has been opened at
73 Cornhill, London, E. C.

SAVINGS BANK DEPARTMENT

Deposits of \$1 and upwards received and interest allowed at highest
current rates. Joint accounts may be opened, either or both may sign

A GENERAL BANKING BUSINESS TRANSACTED

Special attention given farmers' and ranchers' business

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THE ARRIVAL OF

THE NEW YEAR

should make you resolve to have
your property insured at once
and start in right for 1912.
Don't procrastinate or forget
your good resolution to have
your home insured now. You
may not have anything to in-
sure if you defer it.

J. M. WORKMAN T. L. BERNARD

If You Don't Buy Now You Will Bye and Bye

Because you will need these goods, buy
now while the assortment is large. Som-
e of these lines we will be unable to secure
again—

Ladies Underwear

The best values ever offered. Underwear for all, from
the smallest to the biggest member of the family.
From 15c to \$10.00.

Men's Underwear

VALUE that cannot be beaten. Men's combinations at
\$1.25. Value and quality in every garment.

Men's summer underwear, good quality, 50c and
Men's underwear pure white, good quality, 75c and 85c.

Work Shoes

Men's work shoes, a big shipment will be in this week.
The best value ever offered. Shoes that will work.

DON'T FORGET

We sell quality groceries kept in
Mouse and Vermin proof bins.

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WE HAVE

Secured the Agency for

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Collars

Second to None in the World

A Full Line of

Soft Shirts

with

Lounge Collars

to match

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Made a little better than seems necessary

Jones & Munro

THE HOME RULE DEBATE

LITTLE INTEREST IS SHOWN IN
THE LENGTHY SPEECHES.

Less Display of Interest Than Was Ever Shown in Commons in Connection With a Great Political Project—Presents Remarkable Contrast.

[illegible]

JOHN E. EDWARDS

confessed himself bored, and remarked: "I am sure that the house would rather hear three speeches of twenty minutes each than one of sixty minutes." The speaker was received with shouts of approval.

The Right Honorable J. E. B. Seely, parliamentary secretary of the war office, said that he could not doubt the sincerity of Irishmen when they declared that they would carry out the good will of the British Government. The same person, however, doubted the good faith of the Boers when the South African Union act was introduced.

"You are wrong," he added, addressing the opposition, "and now admitting it. Are you going to be so mad as to repeat your error?"

"No," he replied, "he continued, "have shown as a whole that they are the last people to break their pledge of word and we are right in trusting the English."

Ship Owners and Seamen to Confer.
Liverpool.—Committee of the ship owners and representatives of the Seamen's Union met at the Seamen's and Transport Workers Federation last night to hold a joint conference in reply for a discussion of the condition which led to the recent trouble with the seamen and firemen. In the meantime all the men will return to the ships.

The Seamen's and Firemen's Union passed a resolution declaring that its members would refuse to sail on any vessel unless a union official was present when the men signed a petition. A demand for additional wages was also made. Later the other section of, the transport workers federation declared that the union clause was not authorized and it would not receive the federation's support.

G. T. CONSTRUCTION ACTIVE.
40,000 Tons of U. S. Steel Procured
for New Lines.

Regina, Sask.—Acting Premier Calder has been advised by the Grand Trunk Railway company that the company has secured 40,000 tons of steel from the United States, and that steel laying operations will at once be proceeded with on the Biggar-Calgary, Prince Albert, Regina-Moose Jaw, Regina-Boundary and other lines, and that upwards of 400 miles will be com-

pleted this fall in time to move this year's crop. Mr. Calder stated that W. A. P. representative that in addition the G. T. P., the C. P. R. and C. N. R. promised exceptional construction and that present indications were that the new millage in Saskatchewan this year would break all railway construction records for any province in Canada.

Made \$7,000,000; Dies Poor.

Chicago. — Dr. Peterson, philanthropist who gave away \$7,000,000, died a poor man, after he had amassed a fortune in timber.

[illegible][illegible][illegible]

MUST HAVE WIRELESS.

Washington, D. C. -- Regulations relating life-saving appliances on American ships would be extended to foreign-owned vessels as well, by a bill introduced upon the House Merchant Marine committee.

The bill would also require passenger ships on the Great Lakes to be equipped with wireless, but would exempt long and short Sound passenger ships from ocean going requirements. Auxiliary wireless equipment and two operators for each ship are among other features of the measure.

of the Lesson, Luke vi., 27-38;
Rom. xiii, 8-10—Memory Verses, 27,
—Golden Text, Rom. xiii, 9—Com-
mentary Prepared by Rev. D. M.
Carns.

[illegible][illegible]

xix, 20).
 If I have been encouraged wrong-
 ly, I do not have to do anything to en-
 courage injustice and oppression,
 and I do not have to let the idleness
 of the spirit that would wrong
 take the property of another.
 He that is a slave to his passions
 and life that we have such treasure
 himself and in His Kingdom that
 we shall be able to give up the
 good of others, if only we may
 them to Him, bearing meekly any
 that is against us, and not being
 spirit constraineth us to live no
 r unto ourselves, but unto Him
 who is the Father of our Lord Jesus
 Cor. 4, 16). Since Paul could take
 more in infirmities, in the bearing
 of the cross, and in the presence of
 various difficulties, for Christ's
 (He. Cor. 12, 10). Waymouth,
 the great difficulties that dis-
 us to reckon all loss as mere re-
 because of the priceless privilege
 of being able to see the face of
 it not seem as if we could lead
 we go or go and bear any loss be-
 cause of the privilege of being able
 to see the face of Christ? Let our
 question be,
 What will Thine have me to
 do, O Lord? What will Thine
 will, and we shall not be apt either
 to disagree or come short.

Will Lengthen Their Terms.
 Kingston, Ont. — The five convicts escaped from the pen recently escaped from the pen yesterday will be charged with jail breaking assault. The injured guards are doing well. Lack of sufficient number of guards and keepers is given the reason for the escape.

they may specialize even more in that class. In this way it is ex-

ected that the very best products of each class will be provided.

MAY 24 WILL BE PUBLIC HOLIDAY

Report to the Contrary is Given Official Denial at State Department.

Ottawa.—A report that May 24 will be given a public holiday this year is given an official denial at the state department.

In order to abolish the two-generation-old custom of observance of May 24, first as Queen Victoria's birthday, and then as her death at Victoria Day, it would be necessary to change the statute, and that was not done at the last session of parliament.

Although no legislation was passed at that session in that regard, June 3 will be a public holiday, as being the birthday of the reigning sovereign, and a

The result, so far as this year at least is concerned, may be that June will be merely a bank and a government holiday, with a military salute fired at the various stations.

TO KEEP OUT PEST.

Government Adopts Precautionary Measures Against Fruit Fly.

Ottawa.—In addition to the regulation prohibiting the importation of unpeeled fruits and vegetables from Un-

all, as a precaution against the incoming of the Mediterranean fruit fly, the government has issued an order in council requiring importers of nursery stock and transportation companies and customs brokers engaged in the importation of nursery stock to notify the Dominion entomologist of all such imports arriving. The importers are also required to notify the entomologist, giving all particulars within five days of ordering.

Delay in Privy Council Assent May Covering Scheme not Divulged.
London.—The delay in the decision of the lords of the privy council upon the Hudsons Bay Company petition for a supplemental charter is attributed to the company's insertion of amendments in the original demands.

The charter will probably provide a sanction for a scheme of supplying shares in denomination of one pound each. Another provision invests the company with borrowing powers. The

Turkey Will Re-open Dardanelles.
Constantinople.—The council of

ministers have decided to reopen the Dardanelles under the same conditions prevailed before the closure, April 1. The council, however reserved the right to close the Dardanelles again should the necessity arise. Orders are immediately transmitted to this effect to the officers in control of the Dardanelles, but it will be several days before the channel is cleared. The decision gives great relief to those interested in shipping and is generally

Dominion Fiscal Figures.
Ottawa.—The first month of the new fiscal year shows an extraordinary increase in the revenue from customs duties and sets a pace which if it can be maintained throughout the year will produce in the neighborhood of one hundred millions.

The custom receipts from the month of April ended reached \$8,057,325. The figures for April of 1911-12 were \$5,099,142.58, so that the increase on the showing of the present month amounts to \$2,958,182.67.

a record yield, the wheat situation in the United States during the crop year of 1912-1913 would be absolutely on a domestic basis. In the United States in the last few days there is a

[illegible][illegible]

market so that it is just possible that the markets are going to take a little better all round, and higher prices, and even a new get-out, but only time will decide whether we are justified in looking for a further important advance. The outlook for the 1931-32 year's world's crops. Evidently there is no hope of anything but a moderate or small winter wheat crop in the United States, but spring crops in the United States and in western Canada may do well, and European crops are giving a good average promise. Caution at the present time is the only sound policy, but, alas, but, unfavorable weather for the year's crops will send prices very high.

The Winnipeg market continues to be strong and healthy as ever. Notwithstanding the great accumulations of grain at waiting at the terminals for the opening of lake navigation, and

...ntry, there is a good demand for
grades of cash wheat, and evident-
ly scarcity of money to pay for it.
The navigation will probably open
in May or two, and will let loose a
load of wheat, which, however, is al-
ready sold for export. The work of
the new crop over Western
country, and the progress, not fast, but
steady, and this season, so far as wheat
would call normal. We have two
backlogs, the shortage in fall plow,
and too much inferior seed, but
these may affect the acreage and
character of the crop cannot be
known until later.

MUST HAVE WIRELESS.

Washington, D. C. -- Regulations relating life-saving appliances on American ships would be extended to foreign-owned vessels as well, by a bill introduced upon the House Merchant Marine committee.

The bill would also require passenger ships on the Great Lakes to be equipped with wireless, but would exempt long and short Sound passenger ships from ocean going requirements. Auxiliary wireless equipment and two operators for each ship are among other features of the measure.

Will Lengthen Their Terms.
 Kingston, Ont. — The five convicts escaped from the pen recently escaped from the pen yesterday will be charged with jail breaking assault. The injured guards are doing well. Lack of sufficient number of guards and keepers is given the reason for the escape.

P. O. BOX 110

PHONE 13

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J. A. LAIDLAW, Manager.

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FOR SALE OR TRADE: CHEAP. One 12-horse Gekko-bott Engine, gear, with boiler bottom and Riley rollers. Apply G. S. Noble, Noble, Alta. 5-9-23

FOR SALE OR RENT: Large white house near the Turf Association grounds. A snip. For particulars see Stanley Ferguson, Claresholm, Alta. 4-25-22

FOR SALE: 2 registered Clyde Stallions coming 2 yrs. old. Now at Vanhorn's Barn. Also some registered fillies coming 2-3 and 4. A few milch cows, some fresh, some coming in soon. Apply Peter Lemaz, Claresholm. 4-18-23

STRAYED AND TAKEN UP

STRAYED—From Claresholm. Black mare with horse colt; mare has two white hind feet and white face, branded IX on right shoulder. Bay mare with horse colt, branded IX on right shoulder. 3-2-year old Bay colts and 1 black colt, branded IX on right shoulder. Reward for recovery. A. Cruickshank, Hillcrest, Alta. Cross's Nest Pass. 5-9-23

STRAYED—\$10 reward per head for all horses branded 44 left thigh and all horses branded half diamond 8 on left shoulder with 44 on left thigh. J. S. Ogilvie, Lacombe, Alta. 5-9-23

STRAYED—Lost 1 Bay Gelding, rising four years, 1100 lbs., branded R on left thigh. Finder suitably rewarded. Notify F. Hossell, Box 39, Claresholm. 4-4-23

STRAYED—From the Dawson ranch 1 bay horse, 4 years old, 1 bay filly, 2 years old both branded 60 on left thigh. Strayed in December. \$5 a head reward for recovery. Address H. Dawson, Lyndon, Alta. 5-2-24

STRAYED—\$15 reward. One way-buckled brown gelding branded 44 left thigh and 1 left shoulder. Apply C. Hardwick, "44" ranch, Claresholm. 5-2-23

STRAYED—\$10 a head reward for all cattle branded 6 left shoulder, also cattle branded 60 left thigh. Apply C. Hardwick, "44" ranch, Claresholm. 5-2-23

WANTED—Girl For Chamber Maid Apply Wilton Hotel. 5-9-23

STRAYED—Five dollars will be paid for information leading to the recovery of any of the following horses. One grey gelding branded WD right shoulder, one bay and one brown branded LT left hip, two brown mares branded R right shoulder, Porter and Must-man, Maycroft, Alta. 5-2-16

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NOTICE

NOTICE is hereby given that in accordance with the provisions of The Irrigation Act, the undersigned has filed the necessary memorials and plans required by Sections 13 and 15 of the said Act with the Commissioner of Irrigation at Calgary, Alta.

The applicant applies for the right to divert surface water per second from a RE-SERVOIR on the Northwest quarter of Section 2, Township 13, Range 29, West of the 1st Meridian, for irrigation purposes, and for the right to construct the necessary works as shown by the memorial and plans filed, for enable the water so diverted to be used for the said irrigation purposes on the Northwest quarter of Section 31, Township 13, Range 29, West of the 1st Meridian.

The undermentioned lands are also affected by right-of-way for the proposed works, viz: the North-west and South-west quarter of Section 2, and the South-east quarter of Section 3, in Township 13, Range 29, West of the 1st Meridian.

DATED at Lyndon, Alta., this

1st day of April, 1912.

W. A. LYNDOON,
Applicant.

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